

U.S. COAST GUARD AIR STATION SAN FRANCISCO
1020 North Access Road
San Francisco
San Francisco County
California

HAER No. CA-329

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C St. NW
Washington, DC 20240

HISTORIC AMERICAN ENGINEERING RECORD
U.S. COAST GUARD AIR STATION SAN FRANCISCO

HAER NO. CA-329

LOCATION: 1020 North Access Road, San Francisco, San Francisco CA 94128-3099

DATE OF
CONSTRUCTION: 1940s

SIGNIFICANCE: Air Station San Francisco is significant locally for its associations with the development of the San Francisco International Airport. Regionally, it is important as one of the first three Coast Guard Air Stations to be developed on the Pacific Coast. Nationally, it relates to both the development of the United States Coast Guard and to World War II, aiding the war effort in the area of search and rescue operations.

PROJECT
INFORMATION: In July 1998, Carey & Company determined that Air Station San Francisco is eligible for listing on the National Register of Historic Places as an historic district. Five buildings and one structure were determined eligible as contributors to the district; four buildings were evaluated as noncontributing.

Building A	Main Hangar	Contributor
Building B	Administration	Contributor
Building C	Stonerock Barracks	Noncontributory
Building D	Garden/Paint Shops	Noncontributory
Building E	Pumphouse/Storage	Noncontributory
Building F	Warehouse (Gym)	Contributor
Building G	Fuel Repair and Storage	Contributor
Building H	BOQ-Living Quarters	Contributor
Building J	Sewage Pump House	Noncontributory
	Seaplane Ramp	Contributor

letter of
In October 1998, the California Historic Preservation Officer issued a
concurrence with this determination of eligibility.

This documentation has been prepared pursuant to Stipulation 1 of a Memorandum of Agreement between the United States Coast Guard and the California Office of Historic Preservation regarding demolition activities occurring at the Coast Guard Air Station San Francisco. This

undertaking will result in the demolition of buildings F and H. The written documentation was prepared by San Buenaventura Research Associates (SBRA), 1328 Woodland Drive, Santa Paula, CA 93060. The description, significance and context discussion is adapted from a cultural resources survey conducted by Carey & Company in July 1998 in connection with a Section 106 evaluation of the property. The preparers of this report are Judith P. Triem, historian, and Mitchel R. Stone, preservation planner. The photographic documentation was completed by Mesa Technical (David DeVries), 2630 Hilgard, Berkeley, CA 94709, in March 2004.

PHYSICAL DEVELOPMENT OF THE STATION

Air Station San Francisco was commissioned February 15, 1941, with Lt. George H. Bowerman commanding two aircraft and sixty men. The base was placed under the operational command of the U.S. Navy. After release from the Navy, the Air Station continued as a search-and-rescue unit under the direction of the Coast Guard.

Initial construction, completed in 1941, included a Hangar (Building A) and a Barracks Building (Building B, currently the Administration Building). That same year saw the completion of the concrete seaplane ramp for launching and retrieving amphibious aircraft. Development continued in 1943 with the dredging of the seaplane harbor, and construction of a brakewater, seawall, pier boat launching ramp, and crash boat dock, at a combined cost of \$372,000. The Bachelor Officer Quarters (BOQ)/Living Quarters (Building H, see HAER No. CA-329-B), Fuel Repair Shop (Building G), a temporary storage building (Building F, currently the gymnasium, see HAER No. CA-329-A), and Sewage Pump House (Building J) were constructed during the mid-1940s.

From its initial complement of sixty, the Air Station grew to accommodate over 250 people. With this expansion came the need for more barracks. The first of these, Building C, was constructed in 1944 on the site of the present Stonerock Barracks, which replaced the original Building C in 1970. A bachelor officer's quarters, Building H, followed in 1947. In addition, an infirmary (Building D), located northeast of Building B, served the needs of personnel at the Air Station.

When built, the Air Station operated fixed-wing aircraft exclusively. A transition to helicopters for search and rescue impacted the Air Station's facilities. Use of the Crash Boat Shelter and wharf by the Coast Guard was discontinued in 1970, and by the Federal Aviation Administration during 1979-1980. In 1988, with the Coast Guard no longer relying solely on helicopters, these

features were removed.

Since at least the early 1980s, the expansion of San Francisco International Airport has become an issue for the Air Station. Easements allowed non-Coast Guard aircraft to cross Coast Guard property to access airport facilities north of the Air Station. On October 22, 1990, the Coast Guard granted the airport a permanent taxiway and access road easement over a 2.2 acre site at the northeast corner of their property. This easement forced the demolition, relocation, or replacement of several facilities at the expense of the city. Air Station facilities removed included the gardener's shop, paint locker, compressed gas storage building, nose hangar foundation and vehicle hoist. New features added at this time included hydrant-type aircraft fuel dispensing stations, two standpipe risers, two fueling/washdown ramps, a diked fuel storage area, an underground fuel piping and utility conduit, an outside shops building (Building D), a pyrotechnics storage building (Building I), fencing, and floodlighting.

Presently, the station consists of nine buildings. Eighty-nine people are billeted at the base, including seventeen aviation officers, flying as pilots and serving as Command and Control, Department Heads, and Division Officers; one Chief Warrant Officer, serving as the Aircraft Maintenance Officer; fifty-five aviation enlisted personnel who crew and maintain the aircraft; and sixteen general service enlisted personnel and one civilian employee, who maintain the buildings and grounds and provide supply, medical, and clerical support.

DESCRIPTION OF SITE

The Air Station is located at the San Francisco International Airport and consists of 20.53 acres set adjacent to a cove on San Francisco Bay, with the bay forming its eastern boundary. On the other three sides, the Air Station is surrounded by roads and airport-related industrial structures, including hangars. A very large "Flying Tigers" hangar dating from the late 1930s, stands just northeast of the Air Station.

The buildings and structures of the Air Station are divided into two primary groupings. The southern grouping, including Building B (Administration), Building H (Bachelor Officer Quarters), and Building C (Stonerock Barracks), is devoted to support functions: administration and housing. Architecturally, these structures include the streamline-moderne administration building, and the Bachelor Quarters, in the production housing style typical of military housing of the period.

The northern end of the site comprises the area devoted to the primary functions of the Air Station: aircraft takeoff and landing, fueling and maintenance. Here also are the facility's fuel tanks, storage structures, power and pump houses. The concrete Main Hangar (Building A) is the visual focal point. Many of the other functional buildings are less substantial in nature, including the storage building (Building F, now also serving as a gymnasium), and the two nose

hangars that stood north of the Main Hangar.

SOURCE

Goldenberg, Nancy and Heidi Stosick. *Cultural Resources Survey, U.S. Coast Guard Air Station San Francisco, San Francisco, California*. Prepared for the United States Coast Guard Maintenance and Logistics Command Pacific, Alameda. Carey & Co., 1998.